



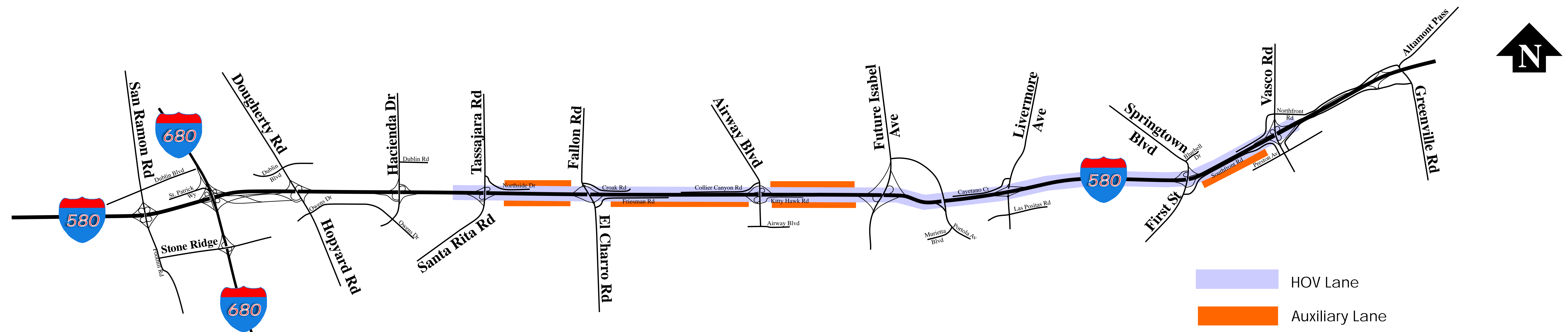
HOV LANE PROJECT

TRI-VALLEY
TRANSPORTATION COUNCIL



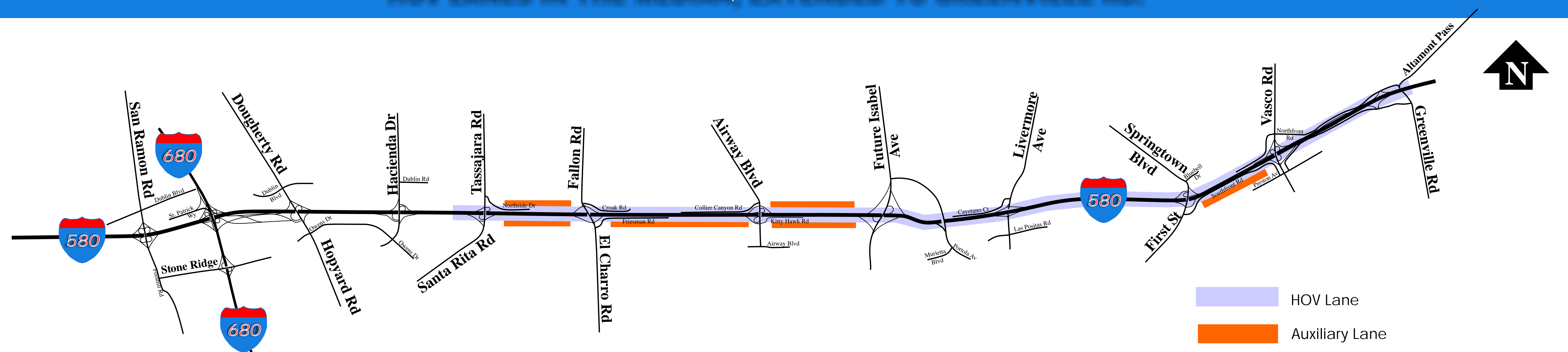
Alternative 1 and Variation 1.1 - Project Limits Line Diagram

Alternative 1 HOV LANES IN THE MEDIAN (TASSAJARA RD. TO VASCO RD.)



Alternative 1 is one of three build alternatives proposed in the Caltrans Project Study Report. The alternative would place an HOV lane in each direction in the existing I-580 median from west of Tassajara Road in Pleasanton to just east of Vasco Road in Livermore. The inside shoulder (or left shoulder) would have nonstandard width in each direction for the length of the HOV lane. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be removed and widening on the outside of I-580 would be necessary to provide for the relocated HOV lanes.

Variation 1.1 HOV LANES IN THE MEDIAN, EXTENDED TO GREENVILLE RD.



Variation 1.1 has the same cross-section as Alternative 1, placing an HOV lane in each direction in the existing I-580 median. The difference is that the eastern project limit is extended from Vasco Road to Greenville Rd in Livermore. The western project limit remains at just west of Tassajara Rd in Pleasanton. Just as in Alternative 1, the median shoulder (or left shoulder) would have nonstandard width in each direction for the length of the HOV lane. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be removed and widening on the outside of I-580 would be necessary to provide for the relocated HOV lanes.

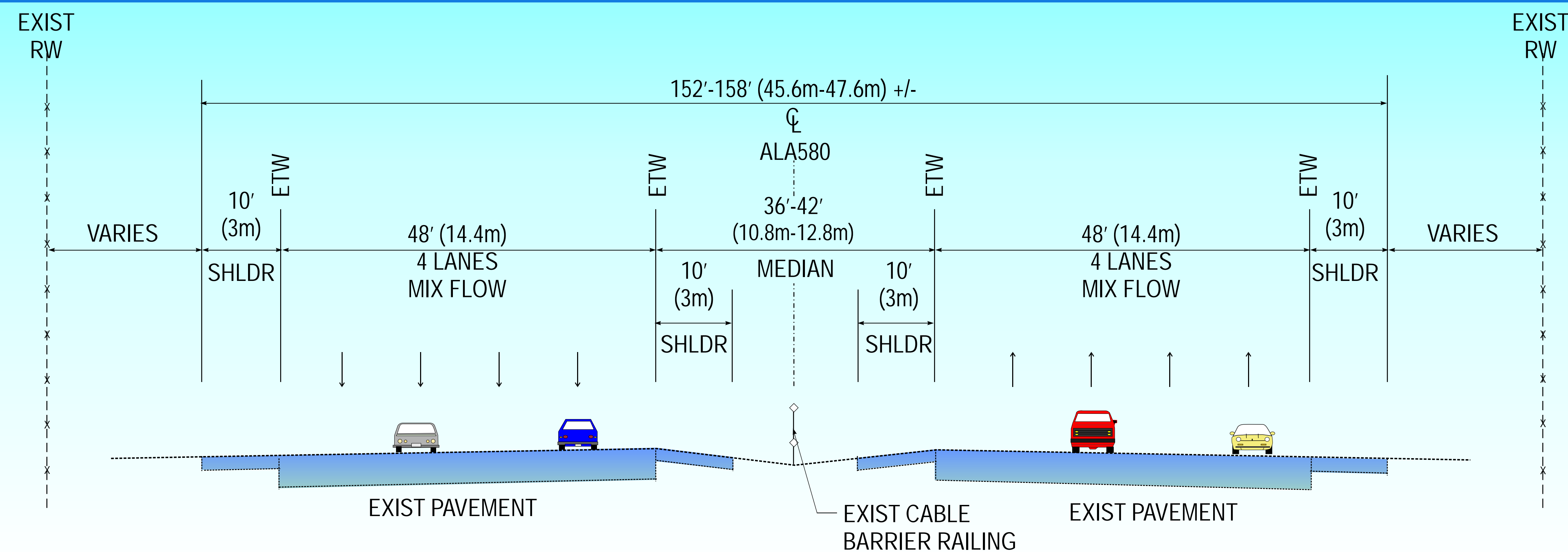


HOV LANE PROJECT

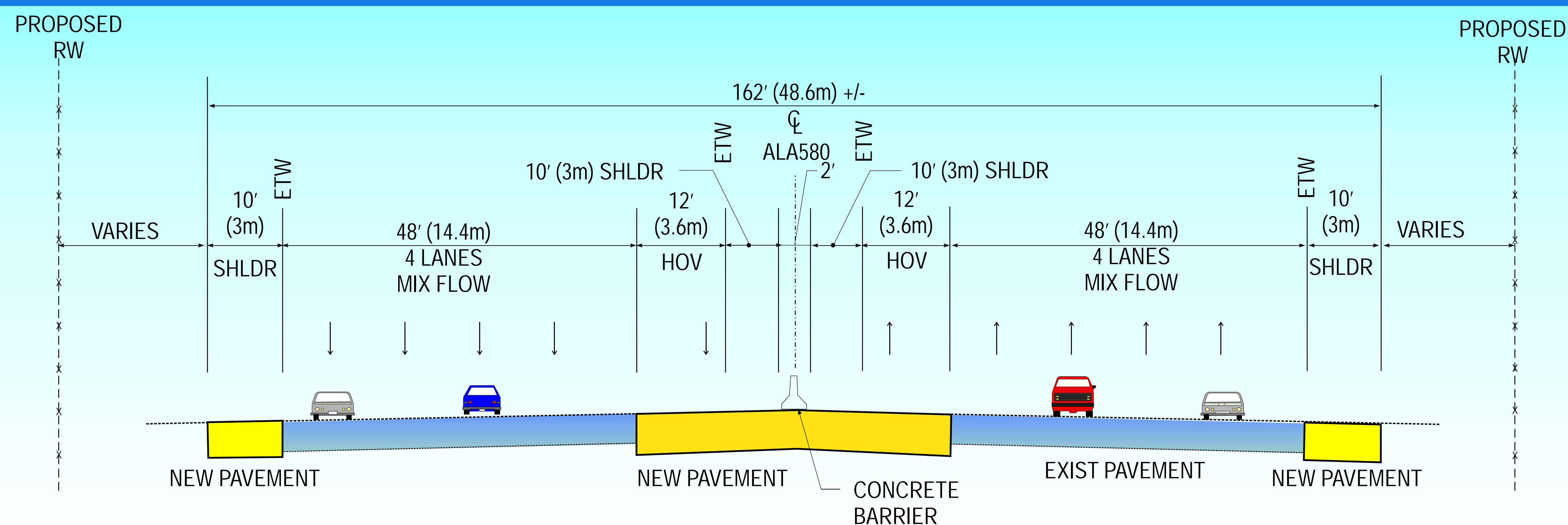
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Variation 1.2 - Typical Cross Section



EXISTING TYPICAL SECTION



VARiAtion 1.2

HOV LANES IN THE MEDIAN, EXTENDED TO GREENVILLE RD., WITH FREEWAY WIDENED FOR STANDARD SHOULDERS
(Proposed Typical Section Without Auxiliary Lane)



HOV LANE PROJECT

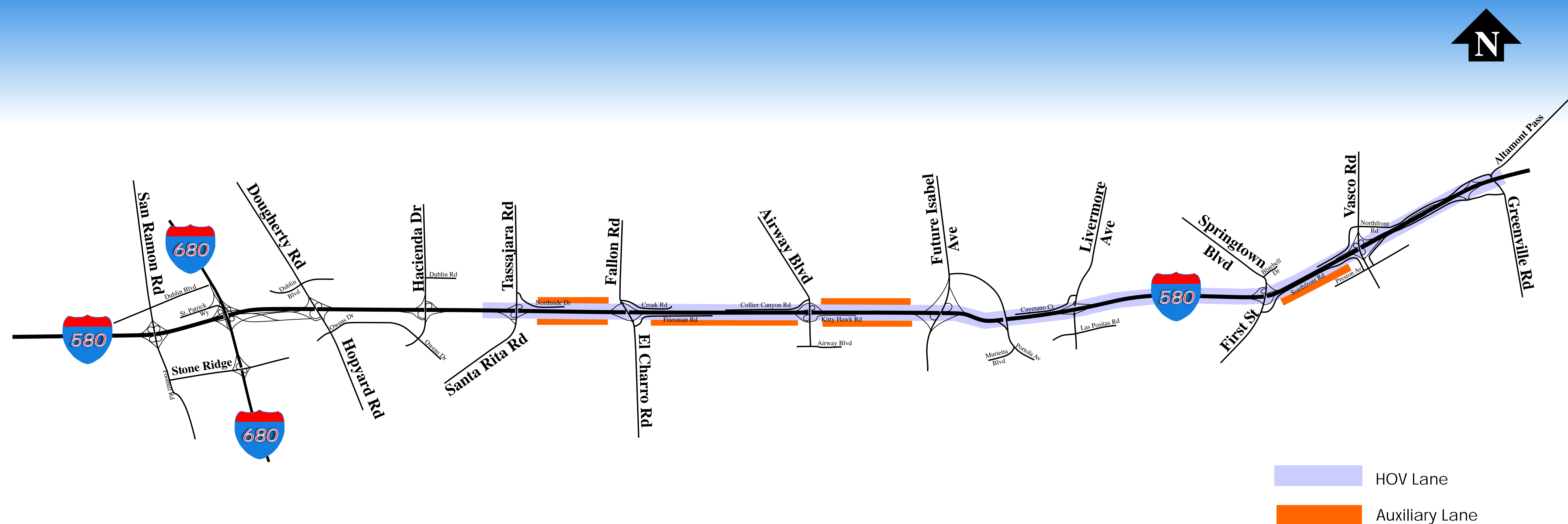
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Variation 1.2 - Project Limits Line Diagram

Variation 1.2

HOV LANE IN THE MEDIAN, EXTENDED TO GREENVILLE, WITH FREEWAY WIDENED FOR STANDARD SHOULDERS



Variation 1.2 places an HOV lane in each direction in the existing I-580 median, similar to Alternative 1. However, the roadway would be widened on the outside to create standard 10-ft-wide inside shoulders in the median. The project limits are the same as Variation 1.1, from west of Tassajara Rd in Pleasanton to Greenville Rd in Livermore. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be removed and further widening on the outside of I-580 would be necessary to provide for the relocated HOV lanes.

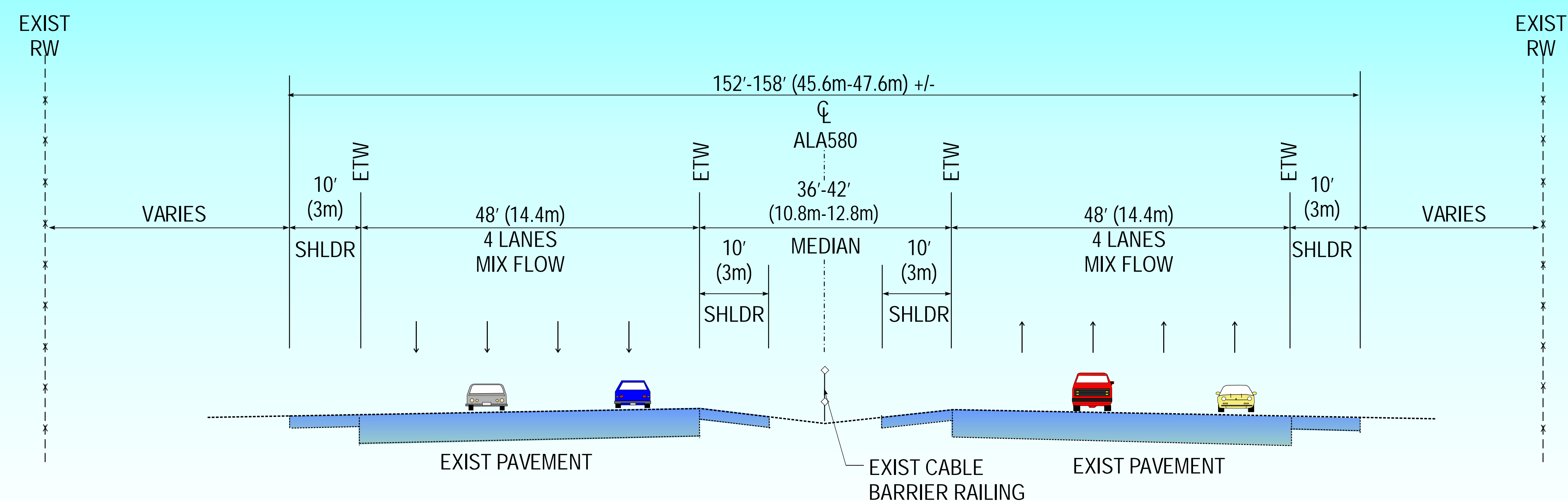


HOV LANE PROJECT

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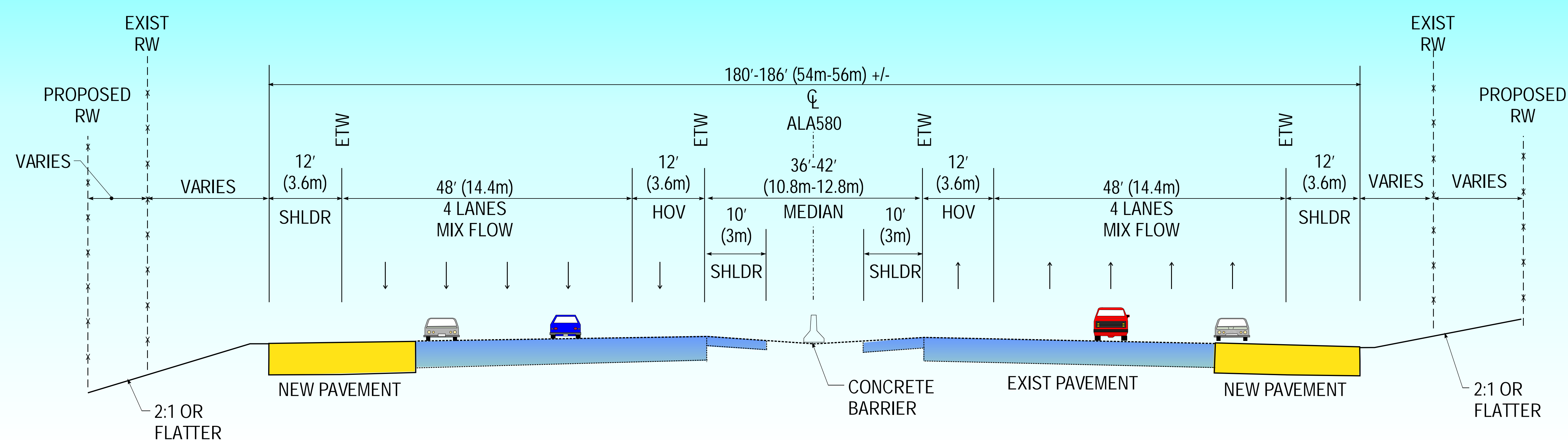


Alternative 2, Variation 2.1 & 2.2 - Typical Cross Section



NO SCALE

EXISTING TYPICAL SECTION



NO SCALE

Alternative 2: HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED (TASSAJARA RD. TO VASCO RD.)

Variation 2.1: HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.

Variation 2.2: HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, BUS RAMP TO DUBLIN/PLEASANTON BART STATION
(Proposed Typical Section Without Auxiliary Lane)



HOV LANE PROJECT

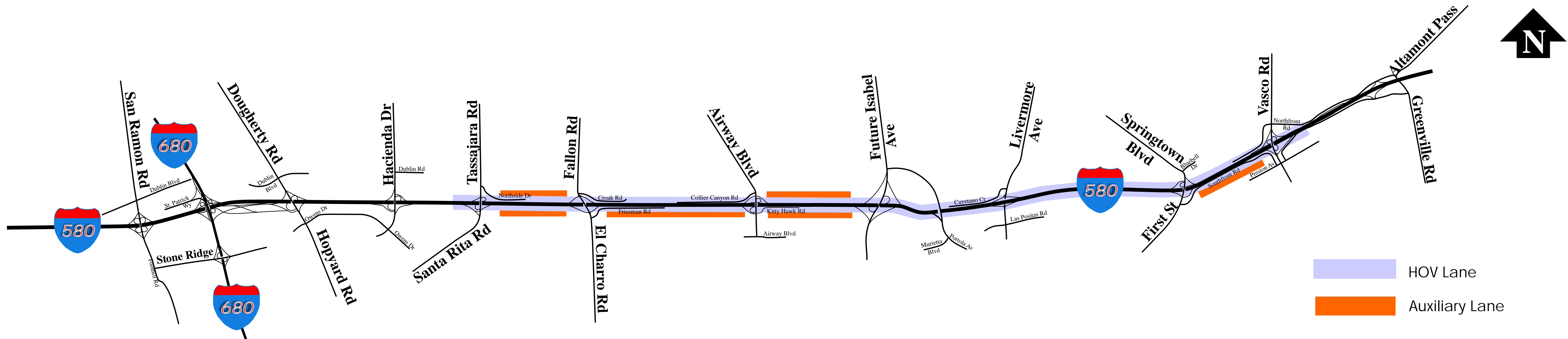
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Alternative 2, Variation 2.1 & 2.2 - Project Limits Line Diagram

Alternative 2

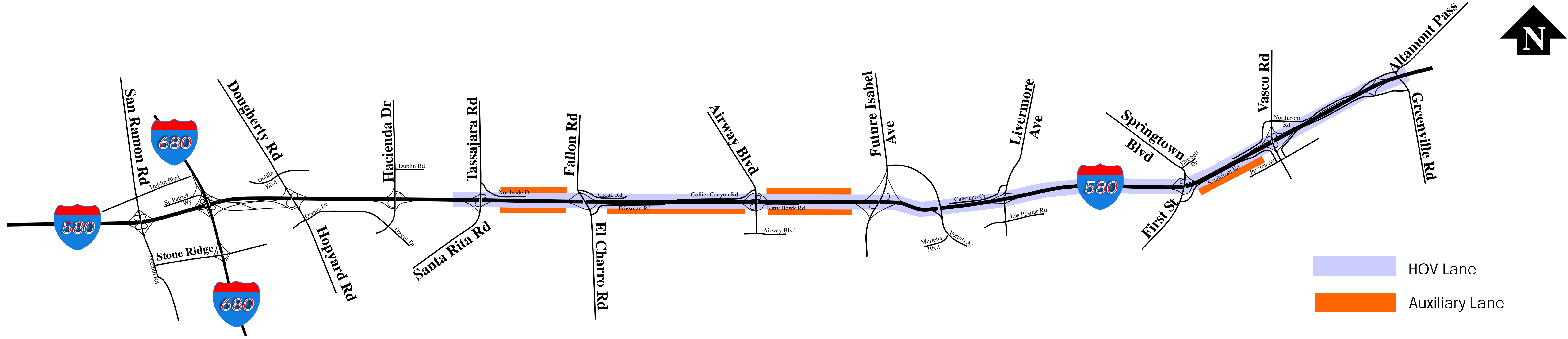
HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED (TASSAJARA RD. TO VASCO RD.)



Alternative 2 is the second of three build alternatives proposed in the Caltrans Project Study Report. The alternative maintains the existing median (which is not wide enough for BART) and widens the existing freeway on the outside. An HOV lane is added along the median in each direction from west of Tassajara Road in Pleasanton to just east of Vasco Road in Livermore. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be shifted outward away from the median and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lanes.

Variation 2.1

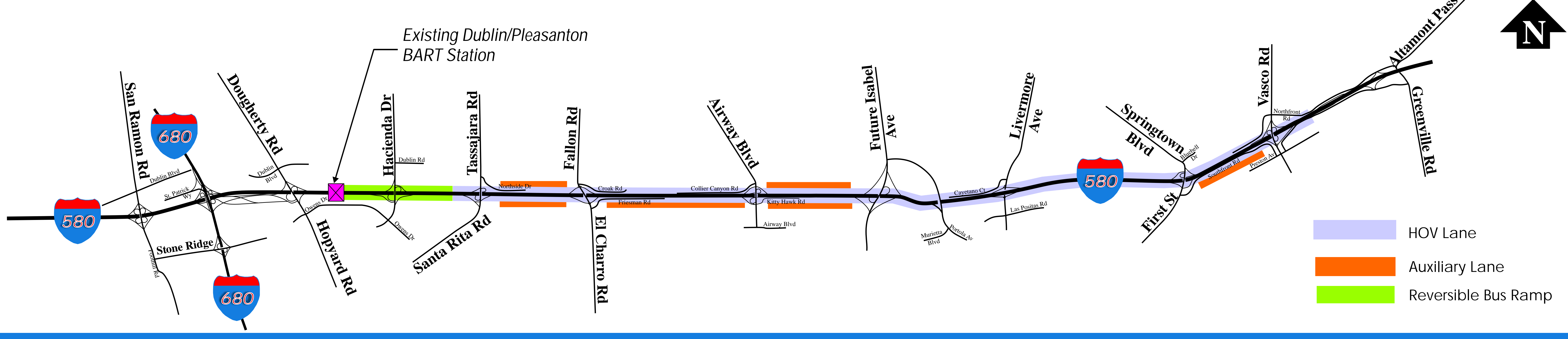
HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, EXTENDED TO GREENVILLE RD.



Variation 2.1 has the same cross-section as Alternative 2, maintaining the existing median width and widening the roadway on the outside to accommodate the new HOV lanes. The eastern project limit is extended from Vasco Road to Greenville Rd in Livermore. The western project limit remains west of Tassajara Rd in Pleasanton. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be shifted and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lanes.

Variation 2.2

HOV LANES OUTSIDE THE MEDIAN WITH FREEWAY WIDENED, BUS RAMP TO DUBLIN/PLEASANTON BART STATION



Variation 2.2 has the same cross-section as Alternative 2, maintaining the existing median width and widening the roadway on the outside to accommodate the new HOV lanes. The project limits for the HOV lanes are the same as Alternative 2 from west of Tassajara Rd in Pleasanton to just east of Vasco Rd in Livermore. When the BART extension is constructed in the I-580 median (by others), the HOV lane would need to be shifted and additional widening on the outside of I-580 roadway would be necessary to provide for the relocated HOV lanes. In this Variation, a reversible bus ramp would be constructed that connects to the existing Pleasanton/Dublin BART station. (See line diagram above).